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ON SCENE

U.S. Department of Transportation

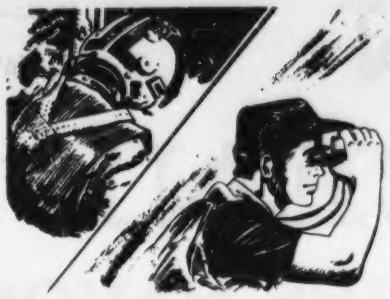
United States Coast Guard

THE NATIONAL MARITIME SAR REVIEW

TD 5.24:

ISSUE No. 1-82

ON SCENE
THE NATIONAL MARITIME SAR REVIEW



AMVER AND USMER TO BE COMBINED

AMVER ALERTING TO BE TESTED

By a recent agreement betweem the Commandant and the Adminstrator of the Maritime Administration (MARAD) efforts are now underway to combine the U.S. Merchant Vessel Locator Filing System (USMER) into the Automated Mutual-assistance Vessel Rescue System (AMVER).

The USMER system has been running in parallel with AMVER for some years. It was originally established to provide MARAD with critical information on U.S. merchant ships on foreign voyages. A key difference was that MARAD was able to require U.S. merchant ships to report to USMER. This requirement will now be shifted to AMVER and AMVER will adjust reporting procedures for U.S. ships, and its own procedures, to provide the information needed by MARAD for use by national agencies.

A task group to plan the technical changeover held its first meeting in January 1982.

TEST OF AMVER ALERTING

From time-to-time proposals have been made to convert AMVER into a full-fledged voyage-following system complete with an alerting feature such as has been a part of Air Traffic Control Service for years. The alerting feature would alert SAR authorities in the area where a ship failed to make a report. Lack of enforcible compulsory reporting, dependable communications and reliable maritime search and rescue systems in all ocean areas has traditionally barred serious consideration of making this change in AMVER.

However, as a result of developments in the international arena for position reporting systems, for improved communications and for planning a global maritime SAR organization, along with national interests resulting from the SS POET dissapearance , the Coast Guard will test a limited alerting feature for the AMVER system during 1982. This test will consider only U.S. merchant ships required to report. Other limitations will probably be required to make the test manageable.

The results of the test will probably determine if the AMVER system of the future will possess the alerting feature.

ON SCENE is a SAR publication published by the Commandant, U. S. Coast Guard as a source of information concerning current and proposed procedures as well as new developments in SAR. Articles contained herein are non-record and non-directive.

MORE ON SEA-SICKNESS

By CDR AL STEINMAN

Chief, Special Medical Operations Branch

This article is addressed to all those boatcrewmen and cuttermen who, for some reason, think that sea-sickness is a problem that's "all in your head," and that the medications to prevent sea-sickness are nothing but sugar and water. There are even some people who think that there is something "non-macho" about having to take anti-sea-sickness medications, or that "experienced sailors don't get sea-sick," or that " if you get sea sick, you can't be trusted with a serious SAR case."

Now let me set the record straight. It is a medical fact of life that anyone can be made sea-sick under certain conditions. This is demonstrated over and over again at a USN medical laboratory in Pensacola, FL. This facility performs research on motion sickness using a special rotating room which can simulate any desired degree of pitch, roll and yaw. They often encounter swaggering, macho-type personnel who can bench press a Volkswagen, do one-handed push-ups with a refrigerator on their back, exude the "right stuff" from every pore, and who claim they can't be made sea-sick. A few minutes in the rotating room is about all it takes to reduce the "macho-man" to heaving jelly. So much for sea-sickness being non-macho. Now as far as sea-sickness being "all in your head" (meaning it's only a psychological problem and not a "real" problem) - baloney! Sea-sickness is cause by over-stimulation of the vestibular apparatus of your inner ear, which sends nerve impulses along your 8th cranial nerve to your brain and initiates nausea and vomiting. In other words, it's a real, physical problem, not some imagined psychological phenomenon seen only in the faint-hearted. So it doesn't make any sense to belittle your shipmates for getting sea-sick any more than it would to belittle them for getting the flu.

The sea-sickness medications described in issue 1-80 of On-Scene magazine, and which have been provided to all floating units and SAR stations, and which are discussed at some length in Commandant Instruction 6710.15A dated 1 April 1981, are effective. In other words, they work for the majority of people. Our problem has been that crewmen are reluctant to use them because they are afraid to let their chief or shipmates know they need them. And so these individuals go out on SAR cases, get sick, and become incapacitated or perform in a sub-par manner. This is obviously not what is expected from professional rescuemen. If you know you are prone to sea-sickness, by all means take advantage of the available anti-motion sickness medication. You're no help at all on a SAR case to either your shipmates or to the personnel in distress if you're leaning over the rail half the time. And I speak from personnel experience. I've been there, I get sea-sick. But guess what? I don't get sea-sick anymore, because I take advantage of the available medications. I certainly want to be able to give 100% of my medical attention to my MEDEVAC patients, so I can't afford to be sea-sick. And I really don't care whether anyone knows I get sea-sick and that I require medications to prevent it. My major concern is putting out my best effort. Hopefully you boat coxswains, boat engineers, boatcrewmen and cuttermen feel the same way.

There are a few people for whom the anti-sea-sickness medications do not work. That is, they still get sea-sick despite the medications, or they get side-effects (drowsiness, etc.) from the medications. A new anti-motion sickness drug has recently been marketed which seems to work for some of these people. This medication is contained in a small patch which is worn behind the ear, and the medication is slowly absorbed through the skin. The chemical name of this drug is scopolamine, and the brand name is Transderm-V. This medication also has side effects (dryness of the mouth, drowsiness, etc.) which occur more frequently than do side-effects with the two drugs currently used in the Coast Guard. However, some people who get no relief or have side-effects from the present Coast Guard medication have reported good results with the Transderm-V.

READEX FICHE best copy available

Unfortunately, the Transdem-V is not stocked in the Federal Supply System, and so it must be obtained through your local medical department. If you still get sea-sick despite the Coast Guard supplied drugs, or if you get undesirable side effects from them, talk to your local medical department, officer-in-charge or commanding officer about the possiblity of trying this alternative anti-motion sickness remedy.

Hopefully after you've finish reading this article you'll feel a little less hesitant to seek relief from a malady that's been around as long as there have been ships on the sea. There's no shame in getting sea-sick. There should be shame, however, in responding to a SAR case when you're not physically or mentally fit to handle the case because you're sea-sick, especially when there are means at hand to prevent it.

NATIONAL SEARCH AND RESCUE PLAN 1981

During calendar year 1981, the Interagency Committee on Search and Rescue (ICSAR) completed work on a revised National Search and Rescue Plan which has been approved by all of the signatory agencies. The revision is included in this article for the information of ON SCENE readers.

The changes made in the plan are:

a. A policy statement is incorporated at the start;

b. The wording includes persons or property in potential distress, as well as in distress, within the definition of search and rescue;

c. References to United States international search and rescue responsibilities are updated;

d. The Federal Emergency Management Agency (FEMA) is included as a signatory;

e. The Maritime Search and Rescue Region is defined more precisely; and

f. The responsibility of Regional Search and Rescue Coordinators in areas of the high seas where the United States has not accepted international search and rescue responsibility is clarified.

This action by the ICSAR continues the practice of complete review and revision of the plan at approximately ten year intervals.

NATIONAL SEARCH AND RESCUE PLAN—1981

1. POLICY

It is the policy of the signatory agencies to provide a national plan for the coordination of search and rescue services to meet domestic needs and international commitments.

2. PURPOSE

The purpose of this plan is to continue by interagency agreement, the effective utilization of all available facilities in all types of search and rescue missions. The National Search and Rescue Plan—1969 is superseded by this agreement.

3. DEFINITION

Search and Rescue (SAR) is defined as the employment of available personnel and facilities in rendering aid to persons and property in distress or potential distress.

4. OBJECTIVE

To provide a National Search and Rescue Plan which will integrate into a cooperative network available U.S. Search and Rescue facilities which will be coordinated in any one area by a single federal agency in order to afford greater protection of life and property and insure greater efficiency and economy. It is not the intent for the plan to contravene or conflict in any way with search and rescue responsibilities agreed to by the contracting states of the Convention on International Civil Aviation, the International Maritime SAR Convention or other international instruments to which the United States may become a party.

5. SCOPE

The provisions of this National Search and Rescue Plan are applicable to all Federal agencies signatory hereto. Established State search and rescue organizations may wish to retain their established SAR responsibilities within their boundaries which result from activities which are primarily local or intrastate in character. In such cases, appropriate agreements will be made between the regional SAR coordinator and the respective state organization to accomplish this end.

6. FACILITIES AND SUPPORT ACTIVITIES OF PARTICIPATING AGENCIES

(a) The agencies of the Department of Transportation carry out the Department's broad responsibilities in the field of transportation safety. The U.S. Coast Guard has statutory responsibility for developing, establishing, maintaining and operating rescue facilities for the promotion of safety on, under and over the high seas and waters subject to the jurisdiction of the United States. The Coast Guard also has responsibility for safety inspection of most merchant vessels and for investigation of marine casualties. The Federal Aviation Administration has air traffic control and flight service facilities available to assist in search and rescue operations. The Maritime Administration operates a fleet of merchant ships for Government use and is responsible for promoting a safe Merchant Marine.

(b) Department of Defense components provide search and rescue facilities in support of their own operations; these facilities are used to meet civil needs on a basis of noninterference with military missions.

(c) The Department of Commerce participates in or supports SAR operations through the National Oceanic and Atmospheric Administration (NOAA) which provides nautical and aeronautical charting, information on tides and tidal currents, and marine environmental forecasts and warnings for the high seas and for coastal and inland waterways.

(d) The Federal Communications Commission promulgates rules and regulations for the non-government use of wire and radio facilities for the purpose of promoting safety of life and property, and through its long-range direction finder network cooperates in SAR operations.

(e) The National Aeronautics and Space Administration (NASA) has aircraft, spacecraft and world-wide tracking, data acquisition and communications networks which could be used to assist in SAR operations. NASA will support SAR objectives through research and development or application of aerospace technology to search, rescue, survival, and recovery related equipment such as location tracking systems, transmitters and antennas capable of locating aircraft, ships, spacecraft, or individuals in distress or potential distress.

(f) Land managing components of the Department of the Interior (DOI) provide search and rescue service on lands and waters administered by the DOI and may assist in operations on adjacent jurisdictions. The degree of responsibility assumed in each DOI field area depends upon the legislative and jurisdictional character of the bureau and field area. Thus, response may range from support of law enforcement authorities or other locally organized units to primary SAR coordination and execution. Similarly, components assume varying degrees of responsibility for preventative measures designed to afford greater protection to the visiting public.

(g) The Federal Emergency Management Agency (FEMA) is responsible for establishing federal policies for, and coordination of, all civil defense and civil emergency planning, management, mitigation and assistance functions of executive agencies. Among its principal functions and activities FEMA assists state and local governments in the coordination of civil emergency preparedness, response and civil recovery activities; and develops and operates telecommunications, warning and electronics systems to support functions of civil emergency assistance. Within this framework FEMA will provide support to SAR activities.

(h) Certain States, local governments, and civil organizations have organized facilities which contribute to the effectiveness of the over-all SAR network.

7. THE PLAN

a. Coordination of Agencies

The Interagency Committee on Search and Rescue will, consistent with applicable laws and executive orders, coordinate the implementation of the plan. It will review search and rescue matters affecting more than one agency, including recommendations presented by participating agencies for revision or amendment of the plan and will make appropriate recommendations. It will endeavor to encourage federal, state, local and private agencies to develop equipment and procedures which will enhance the national SAR capability, and will promote the coordinated development of all national SAR resources.

b. Definition of SAR Regions

SAR Regions are defined as follows:

(1) Inland region. The inland areas of Continental United States, except the inland area of Alaska and waters under the jurisdiction of the United States.

(2) Maritime region. The waters subject to the jurisdiction of the United States; the state of Hawaii; the portions of the state of Alaska south of 58 degrees north latitude and east of 141 degrees west longitude; the high seas and those commonwealths, territories and possessions of the United States lying within the area designated as the "Maritime Region" on the attached chart.

(3) Overseas regions. Overseas unified command areas, and the inland area of Alaska, which are not included within the Inland region or the Maritime region as defined above.

c. Designation of Regional SAR Coordinators

The below named Federal agencies are separately designated regional SAR coordinators for the SAR regions indicated:

The Inland Region. The Air Force.

The Maritime Region. The Coast Guard.

The Overseas Regions. The overseas unified command or Alaskan Air Command in each Overseas region as defined above.

d. Organization of Basic SAR Network

(1) The regional SAR coordinator will, consistent with applicable laws and executive orders, undertake to organize existing agencies and their facilities through suitable agreements in a basic network for rendering assistance to military and nonmilitary persons and property in distress or potential distress and to carry out the U.S. SAR obligations under the Convention on International Civil Aviation and other international instruments to which the United States is a party.

(2) Agreements between a regional SAR coordinator and the Army, Navy, Air Force, JCS Unified Command, or Coast Guard will provide for the fullest practicable utilization of the facilities of such agencies in regional SAR missions under the regional SAR coordinator, consistent with statutory responsibilities and authorities and assigned functions of such agencies, and will provide that such agencies delegate to the regional SAR coordinator authority for the coordination of their facilities committed to such missions.

(3) Agreements between the regional SAR coordinator and civil agencies of the Federal Government will provide for the fullest practicable cooperation of such agencies in regional SAR missions under the regional SAR coordinator, consistent with the statutory responsibilities and authorities and assigned functions of such agencies, and will provide for such coordination by the regional SAR coordinator of their facilities committed to such missions as may be necessary and practicable.

(4) Agreements between the regional SAR coordinator and State, local, and private agencies will provide for the fullest practicable cooperation of such agencies in SAR missions under the regional SAR coordinator, consistent with the willingness and ability of such agencies to engage in SAR, and will provide for such coordination by the regional SAR coordinator of their facilities committed to such missions as may be necessary and practicable.

(5) The regional SAR coordinator will maintain files of such agreements and lists of such agencies and of the location of their SAR facilities.

(6) The regional SAR coordinator may subdivide the region for the advantageous execution of this plan and will designate an appropriate officer of his service or, by mutual agreement, an officer of any other participating agency, to be SAR coordinator in the region or each subdivision thereof. U.S. SAR region or subdivision boundaries should coincide with the boundaries of any pertinent international SAR area boundaries; where technical or operational requirements make this impossible or impracticable, appropriate amendments to the international boundaries should be proposed to the appropriate international organization, through the proper channels, by the agency primarily concerned.

(7) It is not intended that regional SAR coordinators be responsible for SAR in foreign territory or areas of the high seas which have not been accepted by the United States for international SAR responsibility. However, it is intended that the regional SAR coordinator or his designated subordinate act as the appropriate U.S. official for overseeing the coordination of all U.S. SAR interests in such territory or areas which lie within his region.

e. Conduct of SAR Operations

(1) The regional SAR coordinator will develop plans and procedures for the effective utilization of all available SAR facilities in the region or subdivisions thereof. The regional SAR coordinator will develop plans and procedures to carry out the objectives of this plan in the event military forces are withdrawn from the region because of a military emergency or a change in the military missions.

(2) The regional SAR coordinator may be assisted by, or may request assistance from, interested Federal agencies having SAR capabilities within the region.

(3) Rescue Coordination Centers having international responsibilities will conform to the SAR procedures which have been established as standards or requirements by international conventions to which the United States is a party unless differences or reservations have been filed by the United States.

(4) The SAR coordinator in a region or subdivision thereof, through an appropriate Rescue Coordination Center, will coordinate and as appropriate, direct the operations of SAR facilities committed to any SAR mission therein, consistent with the provisions of sub-paragraphs d (2), (3), and (4) above, and will otherwise act to implement the plans of the regional SAR coordinator.

(5) The SAR coordinator may delegate "on-scene" coordination and direction to any appropriate unit participating in a particular incident under his cognizance.

(6) SAR coordinators of adjacent regional subdivisions of the same or different SAR regions will maintain liaison with and will support each other in SAR operations as necessary and practicable. Liaison and cooperation in SAR will be afforded to the SAR forces of other nations as necessary and feasible.

f. General Provisions

(1) The regional SAR coordinator will encourage the development and maintenance of proficiency in SAR techniques and procedures by participating agencies and will assist therein as appropriate and practicable.

(2) The regional SAR coordinator will encourage the continued development of State and local SAR facilities as appropriate.

(3) Boundaries of SAR regions established by or under this plan are not to be construed as barriers to effective SAR operations or to the exercise of initiative and judgment.

(4) No provision of this plan or any supporting plan is to be construed as an obstruction to prompt and effective action by any agency or individual to relieve distress whenever and wherever found.

(5) No provisions of this plan or any supporting plan are to be construed in such a way as to contravene the responsibilities and authorities of any participating agency as defined by statutes, executive orders or international agreements, or the established responsibilities of other agencies and organizations which regularly assist persons and property in distress resulting from activities of a local nature.

(6) This plan does not encompass SAR for such activities as: salvage operations, military undersea rescue, special or unusual operations of the Armed Forces, rescue of persons or property in outer space, emergencies affecting the public welfare occurring as a result of enemy attack, insurrections, civil disturbances, earthquake, fire, flood, or other public disasters or equivalent emergencies which endanger life and property or disrupt the usual process of government. However, the SAR organization and its facilities should be utilized to the maximum extent feasible in connection with the above activities.

(7) Although Federal leadership in the search and rescue field may generally be recognized, the Federal Government holds no mandate to compel state, local, or private agencies to conform to a national search and rescue plan. The desires of state and local agencies to direct and control their own facilities in SAR missions resulting from the intra-State or local activities within their boundaries must be respected and insured. Cooperation, therefore, must be sought through liaison and agreements.

Signature: Andrew L. Lewis, Jr.
Title: Secretary of Transportation
Date: September 11, 1981
For the Department of Transportation

Signature: Verne Orr
Title: Secretary of the Air Force
Date: June 18, 1981
For the Department of Defense

Signature: Malcom Baldrige
Title: Secretary of Commerce
Date: May 1, 1981
For the Department of Commerce

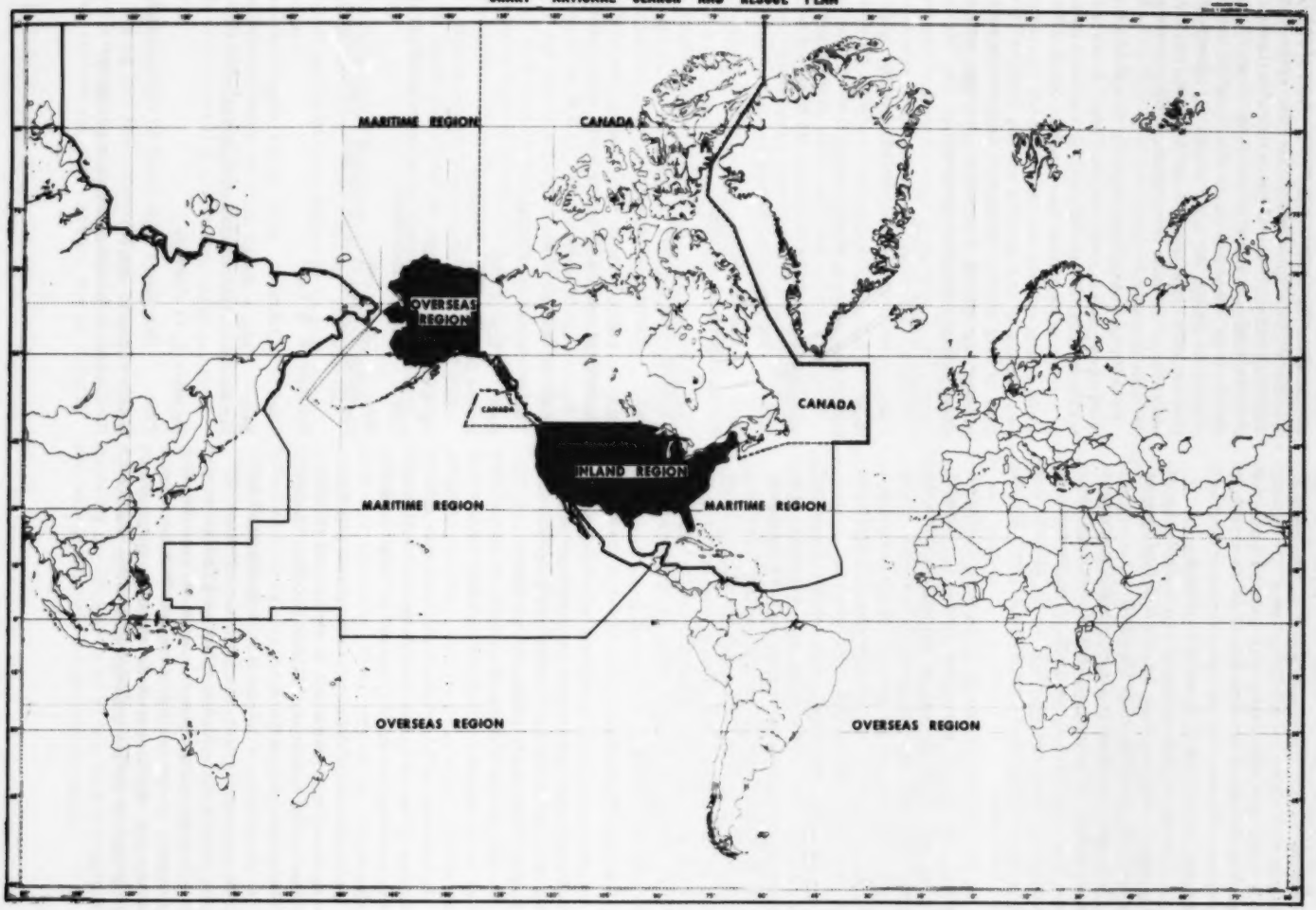
Signature: James G. Watt
Title: Secretary of Interior
Date: May 14, 1981
For the Department of the Interior

Signature: A. M. Lovelace
Title: Acting Administrator
Date: May 4, 1981
For the National Aeronautics and Space Administration

Signature: R. E. Lee
Title: Chairman
Date: May 4, 1981
For the Federal Communications Commission

Signature: L. O. Giuffrida
Title: Director
Date: July 14, 1981
For the Federal Emergency Management Agency

CHART - NATIONAL SEARCH AND RESCUE PLAN



MARITIME MEDICAL ADVICE BY COMMERCIAL FIRMS

Several commercial sources for medical advice at sea have been formed, and others may be established in the future. These companies, operating on a nationwide or local basis, generally provide medical advice to ships at sea who subscribe to their services. Normally, these companies inform their subscribers to contact the Coast Guard as a last resort if commercial stations are unreadable and/or busy. The Coast Guard's interest in these firms is in the following areas:

(1) They will be a new source of requests to RCCs for medical evacuations;
(2) This concept should relieve the Coast Guard of some of the burden of obtaining and supplying medical advice to ships at sea;
(3) Communications relays may be required when ships cannot contact these firms through the preferred channels.

All requests received from a ship for communications relay of a MEDICO message to these firms should be honored, but every effort should be made to establish direct communication between the parties.

The following companies are now providing medical advice service to ships at sea:

COMPANY	TELEPHONE NUMBER	ADDRESS
GEOMET TECHNOLOGIES, INC.	(301) 424-9133	1801 Research Blvd. Rockville, Maryland 20850
MARMEDIC, INC.	(504) 529-3088	1770 Tchoupitoulas New Orleans, La. 70130
MEDICAL ADVISORY SYSTEMS, INC.	(301) 855-8070	Box 193 Chaneyville Junction Owings, Maryland 20736

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THE NATIONAL MARITIME SAR REVIEW

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THE NATIONAL MARITIME SAR REVIEW

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RADM N. C. VENZKE
Chief, Office of Operations

CAPT E. L. SULLIVAN
Chief, SAR Division

CDR D. C. ADDISON
Editor

Cover: *Coast Guard Rigid-Hull Inflatable (RHI) boat from Beach Haven N.J. was involved in a test with other RHIs at the National Motor Life Boat School. Story on page 9.*

ON SCENE is a SAR publication published by the Commandant, U. S. Coast Guard as a source of information concerning current and proposed procedures as well as new developments in SAR. Articles contained herein are non-record and non-directive.

"MR SAR" AL McCULLOUGH RETIRES

Vice Admiral SCARBORO presents the Distinguished Career Service Award and a personal letter from the Commandant, while Captain SULLIVAN, Chief of SAR, presents an impressive Certificate of Service from the Secretary of Transportation. Mr. McCULLOUGH proudly holds an award plaque from the National SAR School.

Seldom do we see members of our Coast Guard family who have devoted two full careers to our service. After enlisting in the Coast Guard on 7 August 1940 and serving aboard the lake-class cutter CHAMPLAIN, AL McCULLOUGH entered the Coast Guard Academy. Following his graduation and commissioning in 1944, he served on a number of cutters until entering flight training in 1947. After a full career, serving aboard a number of air stations, staff assignments and cutters, Al retired as a commander in 1964. Because of his recognized knowledge in search and rescue, he was hired as a civilian SAR specialist at Coast Guard Headquarters in 1965. During the years that followed he has

represented the Coast Guard and the United States in every major search and rescue meeting held here and overseas.

In a special letter from the Commandant, in addition to congradulating Al on his receipt of the Commandant's Distinguished Career Service Award, Admiral HAYES stated:

> "---your contributions to the Coast Guard through two consecutive careers are immeasurable. Since retiring as a commissioned officer in 1964, you have regularly been recognized for your superior performance as a civilian employee. You have received outstanding performance ratings for the last ten years. In 1979 you were awarded the Secretary's award for Meritorious Achievement (Silver Medal) for your superior liaison work with national and international search and rescue organizations. Over a long and successful career, your role as Secretary of the Interagency Committee on Search and Rescue, your work with the National SAR School curriculum, your input to the National SAR Manual and your supervision of the Automated Mutual-Assistance Vessel Rescue System (AMVER) stand out among your many accomplishments. It is impossible to capture such a distinguished carrer in this small space. Suffice it to say that you have earned this recognition many times over. You are one of our real Coast Guard experts, and you will be sorely missed - - - -."

Among his many accomplishments, Al McCULLOUGH also started this publication, "The National Maritime SAR Review", with his first issue in the summer of 1969. We will continue publishing the SAR Review four times each year (spring, summer, fall, winter) and will be looking for your input and ideas so that it will best serve you and the Coast Guard in our most vital and rewarding mission, SAR.

From his many friends at Headquarters, a 48 inch ship's wheel, with 40 engraved brass plates, reflected fond memories of Al's military and civilian careers.

DISAPPEARANCE OF THE SS POET

The U.S. merchant ship, SS POET, a 500 foot bulk carrier, departed the Delaware Bay at approximately 0820, 24 October 1980 enroute to Port Said, Egypt. Its last official communication was a departure report made at that time. No trace of the ship or its crew has been found. There is much concern in all quarters that a ship of this size could disappear without trace in this day and age. However, such is the case and all SAR personnel should remember the POET when analyzing reported or overdue cases involving merchant ships. Whatever happened to the POET, it had to have been catastrophic in nature.

SS poet tied up a few months before its disappearance.

FIRST ALERT TO RCC

On 3 November 1980 at 0959, RCC New York received a report from the POET's agent that the vessel had not been heard from since 24 October 1980 when it departed Cape Henlopen at approximately 0820 bound for Port Said. Its estimated time of arrival was 9 November 1980. During 3 November, the RCC learned from AMVER that the last information received was the same as the agent's, a departure message. The RCC then queried the agent to contact the agents in Egypt, contacted Lloyds of London Intelligence Service for any information, contacted WCC (Chatam Radio) and learned that the station had been attempting communications every two hours since 27 October, queried the USMER system and learned that it too only had a departure message, initiated an urgent marine information broadcast and requested Defense Mapping Agency Hydrographic Center to issue a HYDROLANT.

FURTHER INVESTIGATION

On 4 November, RCC contacted the Delaware Bay Pilots to determine, if upon departure, there had been any problems with the vessel or other information which might be of importance, and requested Lloyds to check sources at Gibralter to determine if the POET had passed through the Strait of Gibralter.

On 5 November Lloyds advised that their signal station at Gibralter did not have any record of the POET passing through the Strait. On 7 November RCC queried the USMER system to determine if it could tell what the previous reporting record of the POET was. This information was not easy to recall. However, with some effort by the center involved the RCC received the information that on previous voyages POET had reported continuously to USMER every 48 hours as required

(this later proved not entirely correct). This information led to an assumption that the POET had encountered difficulties prior to 1200, 26 October 1980. Queries as to the weather the POET might have encountered along its intended track revealed that gale force winds would have been encountered along the track from 1200, 25 October to 1200, 26 October. This led to another assumption, that whatever occurred did so in the storm.

THE SEARCH

The RCC prepared a search area on the presumptions that the vessel encountered heavy weather, and the distress incident occurred within 48 hours of departure. Three SARP computer solutions were calculated:

1. The point from Cape Henlopen drifted from 24 October until 8 November 1980.

2. Mid-point of the DR track on 25 October 1980 drifted until 8 November 1980.

3. DR position on 26 October 1980 predicted at 15 knots for 48 hours drifted until 8 November 1980.

Although the search area was very large, a search was started on 8 November. The search continued from that time until 17 November. Subsequent search planning was done by the computer program CASP. The failure to turn up anything in the primary search area led to further searches of the entire trackline from Cape Henlopen to Gibraltar.

Not a single trace of the POET has been found.

THE AFTERMATH

Needless to say, this catastrophe has caused widespread anguish. Three investigative efforts have been launched into the fate of the POET: a Coast Guard Board of Investigation, an investigation by the National Transportation Safety Board conducted jointly with the Coast Guard but with separate report, and a hearing by the House of Representatives Committee on Merchant Marine and Fisheries.

SAR recommendations from these investigations dealt with combining the AMVER and USMER systems and adding an alerting feature, devising a procedure for rapidly checking the system(s) for information on the reporting records of U.S. ships required to report, and reviewing the procedures dealing with overdue merchant vessels.

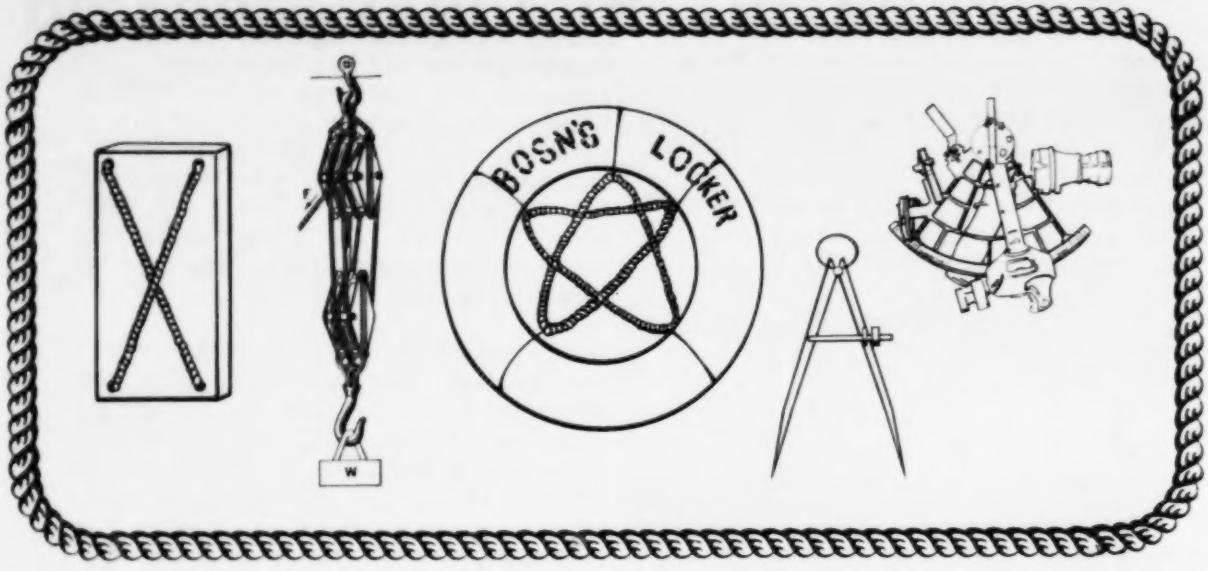
The following measures are being taken in the SAR area:

1. The USMER system is to be combined into the AMVER system. This had long been advocated by Commander, Atlantic Area and most of the ground work had already been laid by his previous efforts.

2. A test program for AMVER has been approved by the Commandant which may lead to the addition of some form of an alerting feature for U. S. ships required to report.

3. A review of the procedures in Chapter 7 of the National SAR Manual dealing with overdue merchant vessels has been made. While some changes are expected, major revisions are unlikely.

4. A relatively simple method of recalling information on the reporting records of U.S. merchant ships required to report to USMER/AMVER will be designed for AMVER.



TIRE DROGUE

By the Staff of National Motor Lifeboat School

The tire drogue is used in the same fashion as the 20" to 30" cone fabric drogue or makeshift bucket drogue. It's towed in following seas. The drogue is deployed from the stern of the towed vessel, preferably from the starboard side, if two cleats are available. The coxswain must bear in mind that the tire drogue or any drogue should be deployed before there is a real need for it. The Golden Rule in using any drogue is to "always put it out before you think you really need it!"

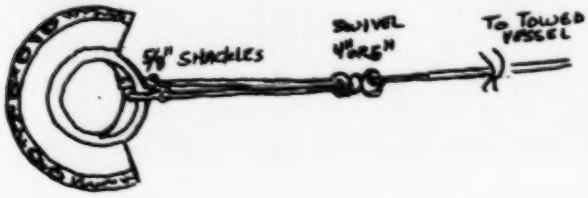
HOW THE TIRE DROGUE IS MADE:

When selecting a tire for use insure that there is no structural damage to the sides, ie ruptured side walls, blowouts, etc.

a. Cut a 120 Deg. section out of the tire, keeping the inner belt intact.

b. Once the section is cut out, invert the tire inside out. This will give the tire a more flared shape, thus giving a better overall performance. Insert at least six 3" diameter holes in the base (rear) of the tire to allow water to pass through when deployed. This will stabilize the drogue and keep it at the desired depth. The amount of holes needed will depend on how the tire drogue reacts when deployed, in other wards add more 3" holes till you get and maintain the desired depth.

c. Install two 5/8" shackles, one on each side, placed on wire rim. On each shackle, place a 3' section of 2" double braided nylon line. On the other end, connect a 4" to 5" swivel forming a bridle assembly. You should then attach a 300' length of 2" double braided nylon line when used for deployment.



ADVANTAGES OF THE TIRE DROGUE:

a. Durable, takes a lot of abuse.

b. Storagability, compact size can vary accordingly to size of the tire used.

c. Can be used on various size vessels.

d. Overall strength compared to fabric cone drogue.

DISADVANTAGES OF THE TIRE DROGUE:.

a. Skips over waves if there is not enough slack let out.

b. Cannot be tripped in order to haul in drogue or tripped to make turns.

c. Severe damage can result if you back down on drogue.

d. Tire drogue is heavy as compared to a fabric cone drogue.

e. Has the characteristic of sheering from one side to another.

WHEN TO DEPLOY DROGUE:

a. Always put it out before you think you really need it.

b. In a steep following sea.

c. If the towed vessel is veering sharply.

d. When the towed vessel is overtaking either the tow line or tow boat.

DISTANCE OF DEPLOYMENT:

a. Long ocean swells, every 1½ wave lengths.

b. Short choppy waves, every 2½ to 3½ wave lengths.

Little known facts about using a drouge.are:

a. A drogue, tire or fabric cone type (20" to 30") can exert up to 3 tons of pull, according to DAG PIKES, POWER BOATS IN ROUGH SEAS.

b. Check the stern of the towed vessel. If the stern is a squared shape or dry rot is present, deploying the drogue can pull the transom out if you tow with too much speed.

c. Extreme care should be practiced when entering a bar/inlet so as not to have to much line out, as the drogue can hit the bottom or become tangled on a buoy, bouy chain or even the breakwater, rip rap on bends of the channel.

d. If the towed vessel has a jammed rudder to port, deploying the drogue on the starboard side will help keep the vessel from veering to port.

e. DAG PIKE in POWER BOATS IN ROUGH SEAS recommends deploying the drogue on the starboard side if there are two cleats available. The pull exerted must be to the right of the stern of the towed vessel so that any attempt by the towed boat to veer is immediately counteracted by the pull on the line.

Cont. on page 14

Osborn Pacific 22

RHI'S PUT TO THE TEST

A test of rigid-hull inflatable boats that the service hopes will replace its ageing fleet of 25-foot motor surf boats has been completed.

Three boats - the Osborne Pacific 22, Arctic 24 and Avon 6-meter Searider - were put through tests at the Coast Guard National Motor Life Boat School at Cape Disappointment, WA. This was completed in conjunction with operational evaluations of the AVON 6-Meter Searider aboard USCGC Alert, and the Artic 24 at Station Beach Haven.

In appearance, RHI's resemble other inflatable craft, with the exception of having attached fiberglass hulls of either the planing or "deep V" construction.

Two of the RHI's tested were powered by outboard engines, providing top speeds of up to 36 knots. The third, the Pacific 22 was diesel powered and capable of 28 knots.

The Arctic 24 is powered by twin 90 HP Johnson outboards equipped with power "trim 'n' tilt" for shallow water operations. It has motorcycle seating for 3 crewmembers amidship and carries a factory installed towing bar and self-righting cage. The cage, an English development, allows the boat to right itself when capsized. Containing an airbag with compressed gas cylinders, it is activated by a quick release "T" ring attached to the coxswain, thereby righting the boat in seconds.

The Pacific 22 was powered by a 155 HP Volvo engine. It has a stand up coxswain console amidship while the crew rides on the engine box. It does not have self-righting capability.

The Avon 6-meter Searider had twin 70 HP Mariner outboards pushing the boat along at 36 knots. It is not self-righting. It also has the dubious distinction of being the only RHI to forcibly eject an evaluator during the testing (he was fortunately, unhurt (and no - he wasn't from headquarters)). This "abandoning ship, "was recorded on video tape, as was the evaluation. Copies of this tape giving a general indication of expected performance and care required to operate the craft have been forwarded to District (OSR)'s for use.

These boats were tested along side the 30' Surf Rescue Boat. The 30' SRB, with contract delivery of 20 boats commencing in October of 1982, has a top speed of 30 knots with a 375 HP diesel engine. Inherently self-righting, it was developed for surf rescue and can carry 6 survivors. Further testing on the first SRB's to determine operating characteristics and confirming limiting parameters will be conducted prior to commencing service use.

In general, personnel operating the RHI's were pleased with their surf handling characteristics. Surprisingly durable, the boats are highly responsive and ride well. Like all small, fast boats of this type, constant engine manipulation is required to match boat speed with prevailing and anticipated seas. They are not designed to run at full speed in any but the most moderate sea conditions. RHI's represent a vast improvement over motor surfboats in that they provide a rapid, safe platform close to the water, providing greater ease in recovering personnel and transporting boarding teams. The RHI's inflatable collar also acts as a fender, reducing the potential for damage to other

Avon 6-meter making a starbard approach for man overboard test.

Coast Guard 30' Surf Rescue Boat

vessels during SAR and boarding evolutions.

The Artic - 24 was previously put to the test at Station Beach Haven, when 10-foot waves and 5-foot swells caused by Hurricane Dennis wracked the waters of Beach Haven inlet.

A call came into the station, reporting that a Boston Whaler had capsized, throwing a crewman into the water. The RHI raced from the station, which is four miles from the inlet, and was on the scene in 10 minutes. The same trip in the station's 44-foot patrol boat would have taken 45 minutes.

Racing through the waves, the RHI and its three-man crew found the capsized boat quickly and retrieved the man in the water. With the RHI's factory installed towing bar and hawser - the crew had no problems towing the boat through the surf to safety.

Crewmen aboard USCGC ALERT have also demonstrated the worth of their Avon Searider. USCGC ALERT used this boat in a dramatic rescue 300 NM off Cape Fear on NOV 12, 1981. The disabled Schooner HALCYON was capsized by a 40 foot wave in 70 knot winds, ejecting her master into the sea. USCGC ALERT quickly dispatched the RHI and rescue crew. As a result the schooner's master was successfully retrieved from the sea.

The RHIs will be used primarily at Coast Guard shore stations and as ships' boats aboard high and medium-endurance cutters.

COMDT (G-OSR-1) is interested in any exceptional rescues in which an RHI takes an active role. All commands are invited to forward records and photos of such events. Information received will be used to develop specifications and provide comparisons for further procurements. Exceptional incidents will receive recognition in ON SCENE.

THOSE BIG BLUE BOOKS
By LCDR William J.Gamble

Can you guess which books I am writing about? I'll give you a few hints. They are usually found in the Search and Rescue Branch of the District Office. They are rarely used. And yes, they are big and blue. Give up? They bear the ponderous title, "The Abstract of Operations".

These books provide extensive information on the activities of boats, aircraft, and cutters of the Coast Guard. The information mainly consists of the number of hours these operating units spend on various Coast Guard missions. For example, the Abstract of Operations states that Motor lifeboat 44304 at Station Cape Disappointment spent 45 hours underway on SAR Missions in fiscal year 1980.

Most people will say, "So what!" and dismiss the information as mere useless statistical trivia. I would agree with this majority response. In its present printed form the data is useless. If it is converted to a computerized form, however, it can be manipulated and important information can be gleaned from it. For example, it can be used to show the actual workload at operating units.

To be more specific, a workload study for FY-80 was recently done for the Thirteenth District's SAR Stations using data elements from the Abstract of Operations. The data elements used were: (1) boat sorties, and (2) boat hours underway. These elements were placed in a computer data base for ease of manipulation. The procedure followed for the study is listed below in a cookbook, step-by-step fashion so it can be repeated for other groups of SAR Stations.

STEP 1: For each boat at the various CCGD13 SAR Stations, the number of underway hours spent on Coast Guard missions were added up. The missions include: SAR, commercial vessel safety, recreational boating safety, etc.

STEP 2: The total mission underway hours for each boat were then multiplied times the number of crew members normally assigned to the boat. The figure obtained from this calculation is more succinctly stated as underway boat person-hours per boat.

STEP 3: Next, the underway boat person-hours per boat for all the boats at each Station were added up. This gives the total underway boat person-hours for each Station.

These figures, as computed for the Thirteenth District's FY-80 study, are displayed below in Table I. Table II was computed in an identical manner to Table I, except boat person-hours for just the SAR mission were used instead of boat person-hours for all missions.

TABLE I

TOTAL BOAT PERSON-HOURS UNDERWAY

(Total number of hours operational people at the various CCGD13 Stations spent underway on boats during FY-80)

STATION CAPE DISAPPOINTMENT	12355
STATION COOS BAY	9000
STATION GRAYS HARBOR	8182
STATION NEAH BAY	3533
STATION QUILLAYUTE RIVER	3038
STATION TILLAMOOK BAY	7408
STATION UMPQUA RIVER	7429
STATION YAQUINA BAY	6525
STATION BELLINGHAM	1675
STATION DEPOE BAY	3076
STATION CHETCO RIVER	5549
STATION SIUSLAW RIVER	3835
STATION KENNEWICK	1636

TABLE II

TOTAL BOAT PERSON-HOURS UNDERWAY ON SAR MISSIONS

(Total number of hours operational people at the various CCGD13 Stations spent underway on boats conducting SAR Missions during FY-80)

STATION CAPE DISAPPOINTMENT	6598
STATION COOS BAY	6067
STATION GRAYS HARBOR	5320
STATION NEAH BAY	1885
STATION QUILLAYUTE RIVER	2162
STATION TILLAMOOK BAY	2034
STATION UMPQUA RIVER	2185
STATION YAQUINA BAY	4911
STATION BELLINGHAM	917
STATION DEPOE BAY	1194
STATION CHETCO RIVER	2463
STATION SIUSLAW RIVER	1043
STATION KENNEWICK	189

STEP 4: Finally, the total underway boat person-hours for each Station were divided by the number of operational people assigned to the Station. This gives the average number of hours an operational person is underway on boats at the Station. The results of this computation for the Thirteenth's study can be found in Tables III and IV below. Table III gives the average number of hours a person was underway on boats for all missions in FY-80 and Table IV gives the same figure for just the SAR mission.

TABLE III

INDIVIDUAL BOAT-PERSON HOURS UNDERWAY

(Average number of hours an individual operational person at the various CCGD13 Stations spent underway on boats in FY-80)

STATION CAPE DISAPPOINTMENT	233
STATION COOS BAY	250
STATION GRAYS HARBOR	167
STATION NEAH BAY	161
STATION QUILLAYUTE RIVER	132
STATION TILLAMOOK RIVER	274
STATION UMPQUA RIVER	286
STATION YAQUINA RIVER	210
STATION BELLINGHAM	279
STATION DEPOE BAY	181
STATION CHETCO RIVER	206
STATION SIUSLAW RIVER	202
STATION KENNEWICK	117

TABLE IV

INDIVIDUAL BOAT PERSON-HOURS UNDERWAY SAR MISSION

(Average number of hours an individual operational persons at the various CCGD13 Station spent underway on boats conducting SAR missions during FY-80)

STATION CAPE DISAPPOINTMENT	124
STATION COOS BAY	169
STATION GRAYS HARBOR	109
STATION NEAH BAY	85.7
STATION QUILLAYUTE RIVER	94
STATION TILLAMOOK BAY	75.3
STATION UMPQUA RIVER	84
STATION YAQUINA BAY	158
STATION BELLINGHAM	153
STATION DEPOE BAY	70.2
STATION CHETCO RIVER	91.2
STATION SIUSLAW RIVER	54.9
STATION KENNEWICK	13.5

If you are thoroughly confused, there is another way to explain the figures found in tables III and IV. For the sake of argument let's say that BM3 JONES is stationed at Cape Dissappointment and is your average operational man. If JONES were asked how many hours he spent underway in 1980 on boats doing all the various mission of the Coast Guard, his correct reply would be 233 hours. If he were asked how many hours he spent underway on boats in 1980 on SAR cases his correct reply would be 124 hours.

The above computations were done on a large computer system using an analysis language called APL. This language is efficient for this type of analysis (Visicalc could also be used). It permitted some "what if" tests, such as moving personnel among the stations to asses the effects on the various station's workloads. For anyone interested, APL is available on the Enforcement Management Information System (EMIS) Digital-10 computer. In most Districts this computer can be accessed from the District's Operations's Center. If you would like more information or a copy of the Thirteenth District's analysis, please call LCDR GAMBLE at (FTS) 399-7523.

There is an epilogue to this article. Were size and poundage an index to utility, then the big blue books would be impressive. In point of fact, those big blue books are really a poor way to give operational data back to the field. After all, the field put in the effort to collect the data, the least that could be done is to give the data back in a useful format. The most useful format would be to provide direct computer access to the data on a computer that had the proper software, such as APL. Then the analysis could be easily done, in fact, the analysis would not have to be limited to one District over one year, it could be done over several years for the entire Coast Guard. And finally, there would be no need to print and distribute those "big, blue books."

Editors Note: The statistics in the "Abstract of Operations" will be compiled on the Coast Guard's new Standard Terminal equipment by this summer. This will allow much easier access to the data for analysis. The "Big Blue Books" will continue to be published until such time that a mechanism can be worked out to transfer all the Abstract information to those who will have a Standard Terminal. If there are any units which receive the blue books who do not have a need for them please contact Commandant (G-OP) by RAPIDRAFT and the books will not be sent.

TIRE DROGUE (cont.)

f. The drogue will slow the overall towing rate by as much as 1 to 2 knots.

g. A double ended and rounded stern vessels with good sturdy cleats or bollards aft are excellent vessels for drogue deployment. If the towed vessel has a squared stern, impact from a steep following swell or break may cause damage to the transom.

Knowing how and when to use the drogue, its advantages and disadvantages, will greatly assist you as a coxswain to successfully complete a SAR mission.

SAR Highlights

- The first of the Surf Rescue Boats (SRB) will be received in October, two for each coast. A total of 20 are due under this contract.

- A 95' Patrol Boat conversion is nearly completed; the last cutter should be back in service by spring of 83.

- The Coast Guard's towing policy, as stated in section 3 of our addendum to The National Search and Rescue Manual, is under review. Public meetings are being held and a new policy statement is forthcoming.

- A new standard Coast Guard Dewatering pump MCG-P1 (CG-4320-01-0660-0809) is now available for general use. Originally procured for the HU-25 aircraft and the 30' SRB, the pump is hand primed, light weight and non-corosive.

- Funds have been allocated to replace 5 of our older HC-130B's with new HC-130's in the near future.

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